

# DEPARTMENT OF THE NAVY OFFICE OF THE CHIEF OF NAVAL OPERATIONS WASHINGTON, D.C. 20350

IN REPLY REFER TO

OPNAVINST 4440.25 OP-51D

4 DEC 1978

## OPNAV INSTRUCTION 4440. 25

From: Chief of Naval Operations

Subj: Consolidated Remain-In-Place List (CRIPL) for Aviation Material

Ref: (a) OPNAVINST 4790.2A

Encl: (1) Consolidated Remain-In-Place List (CRIPL) Change Request Format

- 1. <u>Purpose</u>. To promulgate policy and procedures which will govern the establishment and maintenance of a consolidated remain-in-place list for depot-level and field-level repairables.
- 2. Scope. This instruction addresses depot-level and field-level repairable aircraft components and applies to all Navy and Marine aircraft squadrons and activities engaged in aviation supply and logistic support.
- 3. <u>Background</u>. Reference (a) provides for instances where removal of a failed aircraft component will not be feasible or advisable prior to receipt of a replacement. Identification of these remain-in-place (RIP) components was previously the joint responsibility of the supply officer and maintenance officer at each site. Many sites, however, had neither the time nor the expertise required to develop or maintain a valid, comprehensive RIP list. As a result, the RIP list, or lack thereof, was frequently a source of controversy between supply and maintenance personnel and a detriment to enforcement of the one-for-one exchange policy. It was therefore decided to develop a consolidated RIP list with the following features:
- a. Specific RIP criteria developed by the Naval Air Systems Command Headquarters (NAVAIR HQ).
- b. Consolidated list based on Type Commander (TYCOM) and Aircraft Controlling Custodian (ACC) nominations utilizing the newly-developed criteria.
  - c. Cognizant Field Activity (CFA) technical review of nominations.
- d. Navy-wide distribution and mandatory use of the resulting Consolidated Remain-In-Place List (CRIPL).

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- 4. <u>Objective</u>. To improve management of repairables by creating a consolidated authoritative RIP list with Navy-wide application. The following are the expected benefits:
- a. Improved local and Inventory Control Point (ICP) enforcement of the one-for-one exchange policy.
  - b. Improved budget visibility.

## 5. Information

- a. To be eligible for RIP designation a component must be a repairable assigned Material Control Code D, E, H or X and must satisfy one or more of the following conditions:
- (1) <u>Safety (non-flight)</u>. With item removed, aircraft is in an unsafe configuration (weight and balance, structural limits, personnel hazard).
- (2) Mobility. With item removed, aircraft cannot immediately be moved in the event of an emergency.
- (3) <u>Maintenance</u>. Removal of the item involves exchange of numerous fittings or linkages; exposes the aircraft to water intrusion, corrosion or mechanical damage; or precludes turn-up to facilitate other maintenance.
- (4) Partial Mission Capable Supply (PMCS) Flight. Removal of the item precludes flight but retention permits flight with degraded mode condition of installed system.
- b. RIP items identified in the publications discussed in paragraph 6c are authorized exceptions to the mandatory one-for-one exchange policy as stated in reference (a).

#### 6. Discussion

a. Creation of RIP File for Existing Aircraft. Depot-level RIP data received from TYOXY/ACCs was consolidated by NAVAIR HQ and forwarded to the appropriate CFAs for technical review. Upon completion of the technical review, the RIP data was forwarded to the Aviation Supply Office (ASO) for incorporation in the Master Data File. In the interest of further consolidating all remain-in-place lists, field-level repairables nominated by TYCOM/ACCs will be added to the CRIPL as soon as possible.

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- b. <u>Identification of RIP Items for New Aircraft</u>. Based on the criteria stated in paragraph 5, the designation of RIP items for new aircraft will be accomplished as part of the Maintenance Plan Analysis. RIP item identity will initially be promulgated in Part II of the Maintenance Plans.
- c. <u>Publication of RIP Data</u>. RIP items will be **id**entified **in the** following publications:
- (1) <u>Master Repairable Item List (MRIL)</u>. RIP items are identified by a designation in the "note" field of the National Item Identification Number (NIIN) sequence listing. Monthly issues of the MRIL will include any RIP designation changes which have occurred since the previous issue.
- (2) <u>Consolidated Remain-In-Place List (CRIPL)</u>. The CRIPL will be published quarterly by ASO in microfiche format. Initially, there will be two parts; namely, a NIIN sequence listing of all RIP items and a part-number-to-NIIN listing. The third part, a listing of RIP items by type/model aircraft is under development. It is anticipated that the aircraft listing will be incorporated in the second quarterly publication of the CRIPL.
- d. <u>Modification of RIP Data</u>. Operating sites and TYCOM/ACCs desiring to make changes to the MRIL and CRIPL will utilize the format of enclosure (1) citing detailed, specific justification.

# 7. Action

- a. Operating sites shall:
- (1) manage RIP items in accordance with reference (a) and this instruction; and
- (2) forward requests for changes to NAVAIR HQ (AIR-4114) via TYCOM/ACC in the format of enclosure (1).

#### b. TYCOM/ACCs shall:

- (1) promulgate guidance and amend existing instructions as necessary to ensure compliance with this instruction;
- (2) screen all requests for changes to the CRIPL which originate in their commands; and
- (3) forward approved change requests to NAVAIR HQ (AIR-4114) with a copy to ASO.

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- c. In accordance with responsibility assignments made by the Chief of Naval Material and Systems Commanders, the following Naval Material Command actions are assigned:
  - (1) Naval Air Systems Command Headquarters (AIR-4114) shall:
- (a) ensure RIP components for new aircraft are identified in the Maintenance Plan;
- (b) conduct a technical review of requests for changes utilizing appropriate CFAs; and
  - (c) forward approved change requests to ASO.
  - (2) Aviation Supply Office shall:
    - (a) identify RIP items in the MRIL;
- (b) publish the CRIPL in microfiche format for operating site and TYCOM/ACC use;
- (c) conduct a technical review of requests for changes concurrently with the NAVAIR HQ/CFA review and advise NAVAIR HQ only in cases where the ASO review does not agree with the CFA review; and
- (d) make changes to RIP publications based on approved change requests, receipt of Part II of Maintenance Plan for new aircraft, or other official actions such as cognizance migration.

C. J. Kerry

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# CONSOLIDATED REMAIN-IN-PLACE LIST (CRIPL) CHANGE REQUEST FORMAT

From:	
To:	Commander, Naval Air Systems Command (AIR-4114)
Via:	(Originator's TYCOM/ACC)
Subj:	Request for Change to Consolidated Remain-In-Place List (CRIPL)
Ref:	(a) OPNAVINST 4440.
1. In accordance with reference (a), it is requested that the following item be added to/deleted from the RIP List:	
a.	Application (aircraft)
ъ.	Nomenclature
c.	NSN
d.	Part Number
	After the Company of Following

- 2. <u>Justification for Addition</u>. (Must specify one or more of following criteria and include additional amplifying details in paragraph 4 below.)
- a. <u>Safety (non-flight)</u>. With item removed, aircraft is in an unsafe configuration (weight and balance, structural limits, personnel hazard).
- b. <u>Mobility</u>. With item removed, aircraft cannot immediately be moved in the event of an emergency.
- c. <u>Maintenance</u>. Removal of the item involves exchange of numerous fittings or linkages; exposes the aircraft to water intrusion, corrosion or mechanical damage; or precludes turn-up to facilitate other maintenance.
- d. PMCS Flight. Removal of the item precludes flight but retention permits flight with degraded mode condition of installed system.
- 3. Reason for Deletion.
- 4. Remarks.

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